National Walking and Cycling Participation Survey

2021

Victoria

CWANZ
CYCLING AND WALKING
AUSTRALIA AND NEW ZEALAND

Cycling and Walking Australia and New Zealand (CWANZ) is the Australasian lead reference group for walking and bike riding on transport and recreation networks. Members include senior and executive level leaders from all Australian state and territory transport agencies, Waka Kotahi New Zealand Transport Agency, local government representatives and leading representative organisations for walking, cycling, health and mobility.

Collaboration at this level and degree of diversity is a first for Australia and New Zealand and provides the opportunity and leadership to support positive change for more sustainable and efficient mobility across our communities and cities.

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Author: C. Munro

Project Manager: S. Bolton

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1	7/7/2021	C. Munro	Issue-1
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Contents

Executive Summary

The National Walking and Cycling Participation Survey provides insight into walking and cycling activity across Australia and is a successor to the National Cycling Participation Survey which was conducted biennially from 2011 to 2019. The survey is administered using telephone interviews with a representative sample of Australians using both mobile and landline telephone numbers.

The vast majority of Victorian residents (96.1% (95% CI: 95.0 – 97.2%) walk for at least five minutes in a typical week outside their home. This equates to around 6.34 million (95% CI: 6.27 – 6.41 m) people walking every week. A broad definition of walking was adopted, including the use of mobility aids such as wheelchairs and mobility scooters, and included walking for any purpose that extended over at least five minutes. Around two thirds of those who did not walk were aged under two years of age and among the remainder health issues were most often cited for not having walked. On average Victorian residents walk for at least five minutes on 5.5 days (95% CI: 5.3 – 5.7), spending a median of 3.5 hours per week walking. Of those who walked in the previous week and were aged 15 or older 85.3% (95% CI: 81.8 – 88.9%) walked for recreation or exercise and 75.8% (95% CI: 71.4 – 80.1%) walked to shopping (or within a shopping centre).

Around 18.6% (95% CI: 16.2% - 21.0%) of Victorians rode a bicycle (including e-bicycles) in the previous week and 40.4% (95% CI: 37.5 – 43.3%) over the previous year. This equates to around 1.23 million (95% CI: 1.07 – 1.39 m) residents riding in a typical week and 2.66 million (95% CI: 2.47 – 2.86 m) riding in the past year. The participation rate has increased significantly in Melbourne since 2019 and remained steady in regional Victoria.

The cycling participation rate over the past week is much higher among males (23.2%, 95% CI: 19.4 – 27.0%) than females (14.1%, 95% CI: 11.0 – 17.2%). Among both genders the participation rate declines precipitously from teenagers to young adults. The participation rate has increased significantly among both genders in Melbourne compared to 2019.

Across Victoria 39.2% (95% CI: 34.2 – 44.3%) of residents aged 15 and over were classified as interested in riding; that is, they do not ride currently but would like to do so or currently ride only off-road. The proportion in this category is higher in Melbourne than in regional areas. Only a small minority of the population (5.0%, 2.5 – 7.5%) were classified as confident riders who take direct routes irrespective of road conditions.

It is estimated that 1.1% (95% CI: 0.4 – 1.7%) of the Victorian population ride an electrically assisted rideable such as an e-scooter, e-skateboard or Segway in a typical week. Males (1.6%, 95% CI: 0.4 – 2.7%) are more likely to ride these devices than females (0.5%, 95% CI: 0.0 – 1.2%) in a typical week.

1 Introduction

1.1 Background

The National Walking and Cycling Participation Survey (NWCPS) provides insight into walking and cycling activity across Australia. The survey provides data on walking and cycling participation at a national and state or territory level and within each state or territory divided between capital city and regional (non-capital city) areas. The survey replaces the National Cycling Participation Survey, a predecessor cycling-specific survey that was undertaken nationally biennially since 2011.

1.2 Sampling frame

The survey is administered as a telephone survey of residents of the study area using both landline and mobile telephone numbers. The sample consisted of a commercial database of landline and mobile telephone numbers with locality information. Numbers were drawn randomly and were dialled at least two times at different times of day and days of week before exhaustion. Where no contact was made to mobile numbers after the first call a text message was sent describing the purpose of the call and encouraging the respondent to call or text the fieldwork office to arrange a suitable time for the interview. Messages were left on answering machines inviting respondents to call back at a convenient time. Non-residential numbers were screened out from the interview.

Individuals of all ages who had been resident in the household for at least the past 90 days were considered in scope for the survey. The main respondent, in accordance with market research guidelines, had to be aged 15 or older.

In each state the sample was divided between residents located in the capital city metropolitan area as defined by the Australian Bureau of Statistics (ABS) as the Greater Capital City Statistical Area (GCCSA) and the remainder. Interviewer hours were allocated to each the GCCSA and non-GCCSA areas in proportion to the estimated resident population in each of the two areas in each state.

1.3 Survey method

Given that walking and cycling activity are likely to be affected by seasonal variability and weather the survey fieldwork was conducted between March and June 2021, with interviews spread out over a period of several weeks to minimise the effect of local, short periods of unseasonal weather. The fieldwork period coincided with the ongoing COVID-19 pandemic. While fieldwork did not occur during lockdowns in any jurisdiction there had been recurring lockdowns of varying durations in most jurisdictions over the preceding 12 months which have significantly affected travel patterns.

The main respondent, aged 15 or older, was asked to respond on behalf of all household members. In this way more complete coverage of the population was obtained, including of children, in a cost-effective manner. However, this did require respondents to have a reasonable understanding of the travel patterns of other household members and is likely to come at the expense of some accuracy.

1.4 Survey design

Respondents to the survey are asked how recently they have walked or ridden a bicycle, the purposes for doing so and their perceptions towards these activities for both transport and recreation. The survey asked respondents to recollect when they last walked for at least five minutes outside their home, excluding gardening, and when they last rode a bicycle (including e-bicycles, but excluding stationary exercise bicycles) in any location. Those respondents who had done so in the past week were asked to recall on how many days and for how long they had walked or ridden. The

retrospective approach, while cost effective, may not precisely measure the activity duration in particular. Moreover, to avoid recollection and definitional issues respondents were not asked how many trips they had undertaken by walking or riding.

1.5 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS Census of Population and Housing 2016 population for capital city and regional areas. The household-level data are weighted to ABS census 2016 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2016 weights to estimated resident population for 30 June 2019 provided by the ABS.

1.6 Statistical significance

All estimates presented in this report are subject to sampling variability as only a proportion of residents were interviewed. The approach adopted to represent this variability is to either (a) show the 95% confidence intervals on graphs, or (b) identify estimates where the relative standard error (RSE) exceeds 25% (denoted by a *) and exceeds 50% (denoted by **). Larger RSEs imply lower accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

The 95% confidence interval represents the range within which we would expect the true population estimate to reside 95% of the time should the survey be repeated numerous times. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

1.7 Survey sample

The sample consisted of 444 households containing 1,157 individuals. Of this sample 263 households were in Melbourne and 181 were in regional Victoria. The overall response rate (completions as a proportion of all in-scope numbers called) was 17.1% and the consent rate (completions as a proportion of all respondents asked to complete the survey) was 65.4%.

2 Walking

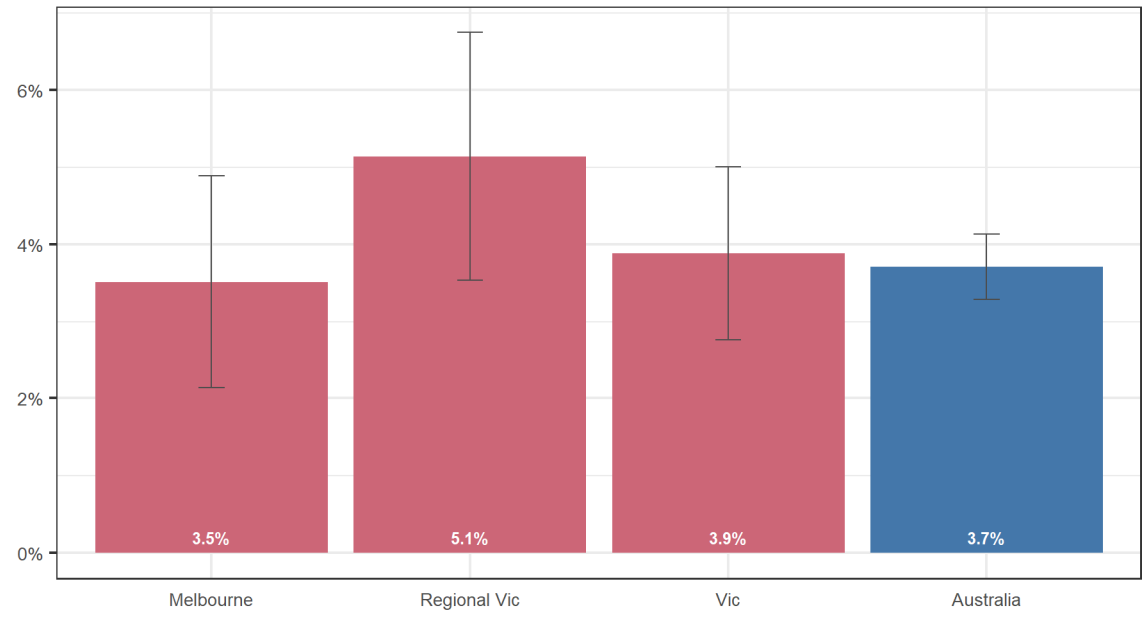
2.1 Participation

Walking was defined as:

- travel by foot or using a mobility aid such as a wheelchair or mobility scooter that occurred outside the home, and
- a duration of at least five minutes.

By this definition walking within the home (including on a treadmill), or very short distances such as from the home to a parked car, are excluded. Physical activities such as gardening were also excluded on the basis that they are unlikely to include five minutes of continuous walking. It was assumed that children under two years of age had not walked for five minutes, and that lying or sitting in a bassinet or stroller does not constitute walking. Most other forms of walking are included – such as walking for recreation, walking to shops, public transport, or a workplace, walking to escort others (such as an adult escorting a schoolchild, or pushing a pram) or driving to a shopping centre and then walking within that shopping centre for at least five minutes.

The majority of the population walk or use a mobility aid at least once in a typical week for five minutes or more outside their home; in Melbourne it is estimated that only 3.5% (95% CI: 2.1% - 4.9%) do not walk in a typical week compared with 5.1% (95% CI: 3.5% - 6.7%) in regional Victoria (Figure 2.1).

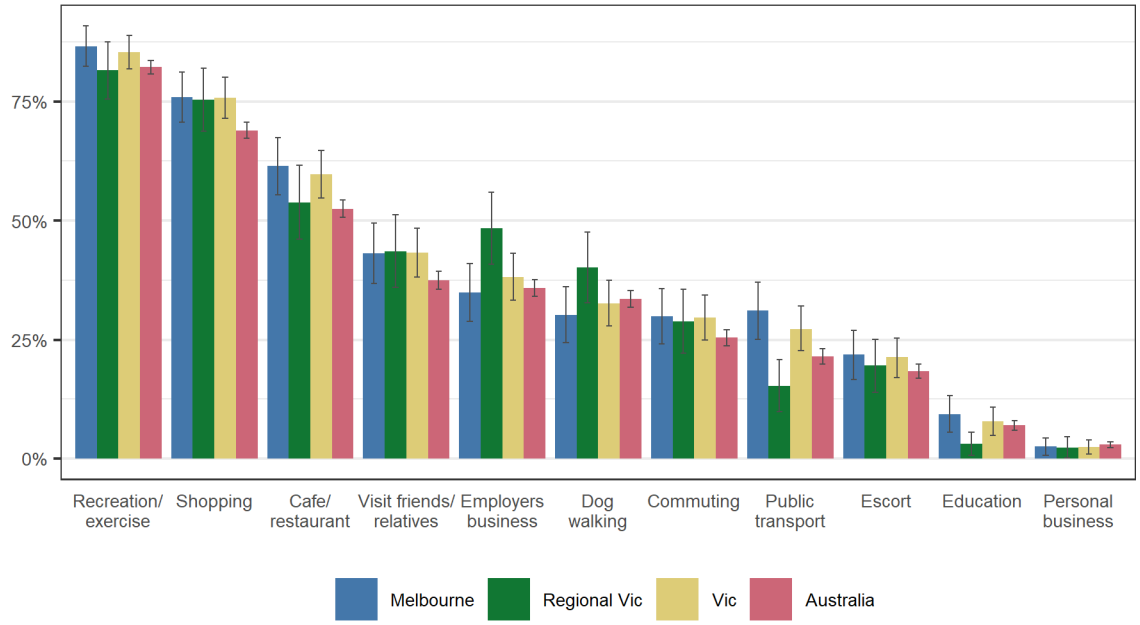


Error bars are 95% confidence intervals
Sample: All persons

■ **Figure 2.1: Proportion of residents who have not walked in the past week**

2.2 Purpose

Among those who walk in a typical week 85.3% (95% CI: 81.8% - 88.9%) do so for recreation or exercise, followed by shopping (75.8%, 95% CI: 71.4% – 80.1%) and travel to a café or restaurant (59.7%, 95% CI: 54.7% – 64.7%) (Figure 2.2).

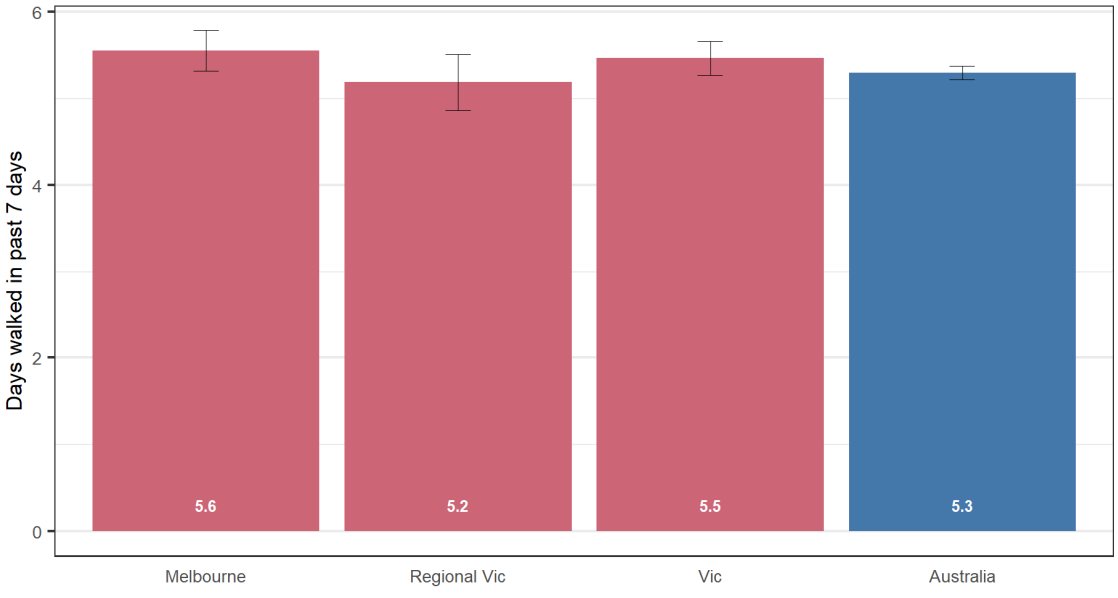


Error bars are 95% confidence intervals
Sample: persons aged 15+ who have walked for at least 5 minutes in the past 7 days

■ **Figure 2.2: Walking purposes over past month**

2.3 Frequency and duration

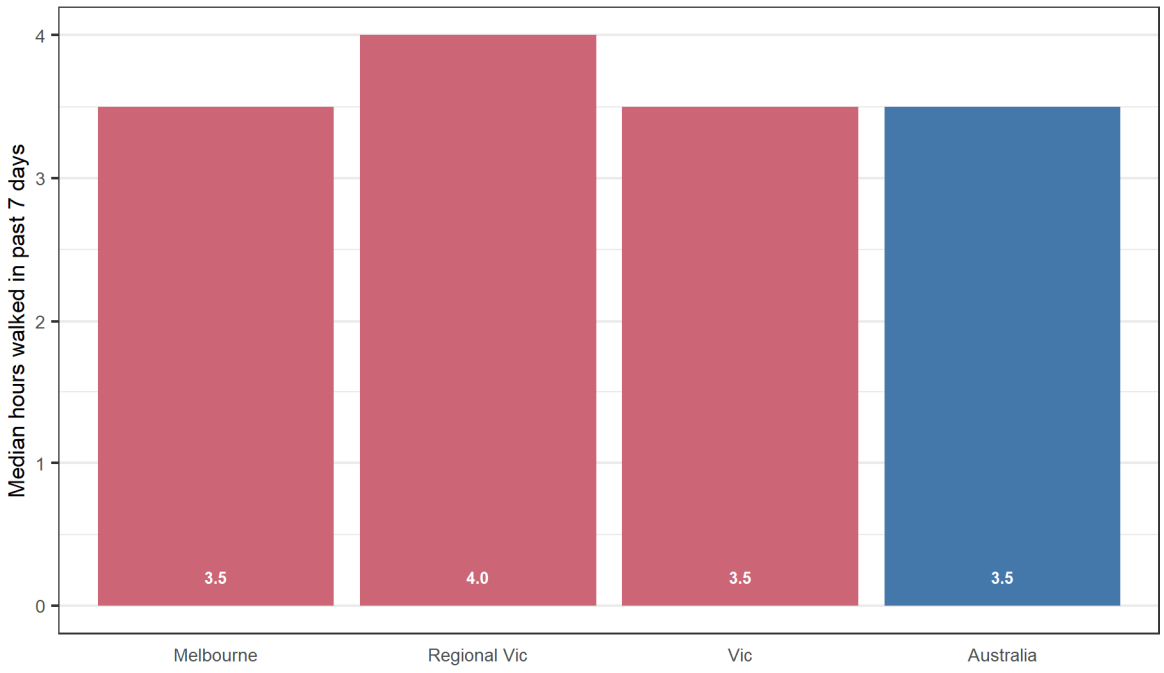
The average number of days on which respondents aged 15 and over walked in Victoria was 5.5 days (95% CI: 5.3 – 5.7) over the previous 7 days.



Error bars are 95% confidence intervals
Sample: persons aged 15+

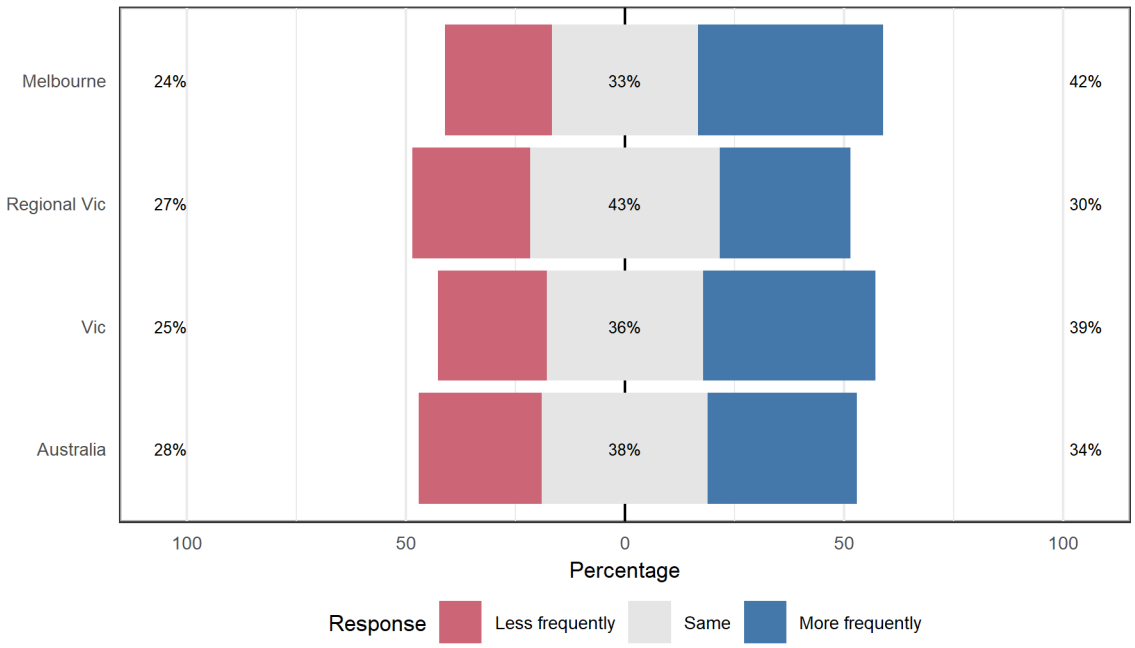
■ **Figure 2.3: Days walked in past 7 days**

Among those aged 15 and over, the median hours walked in the previous 7 days in Victoria was 3.5 hours (95% CI: 3.4 – 4.0) (Figure 2.4).



■ **Figure 2.4: Hours walked in past 7 days**

Among those aged 15 and over who had walked in the past week a larger proportion of residents (39.4%, 95% CI: 33.0% – 45.8%) had walked more often than less often (25.0%, 95% CI: 19.4% - 30.5%) compared to a year ago (Figure 2.5).



Sample: Persons aged 15+ who had walked in the past 7 days

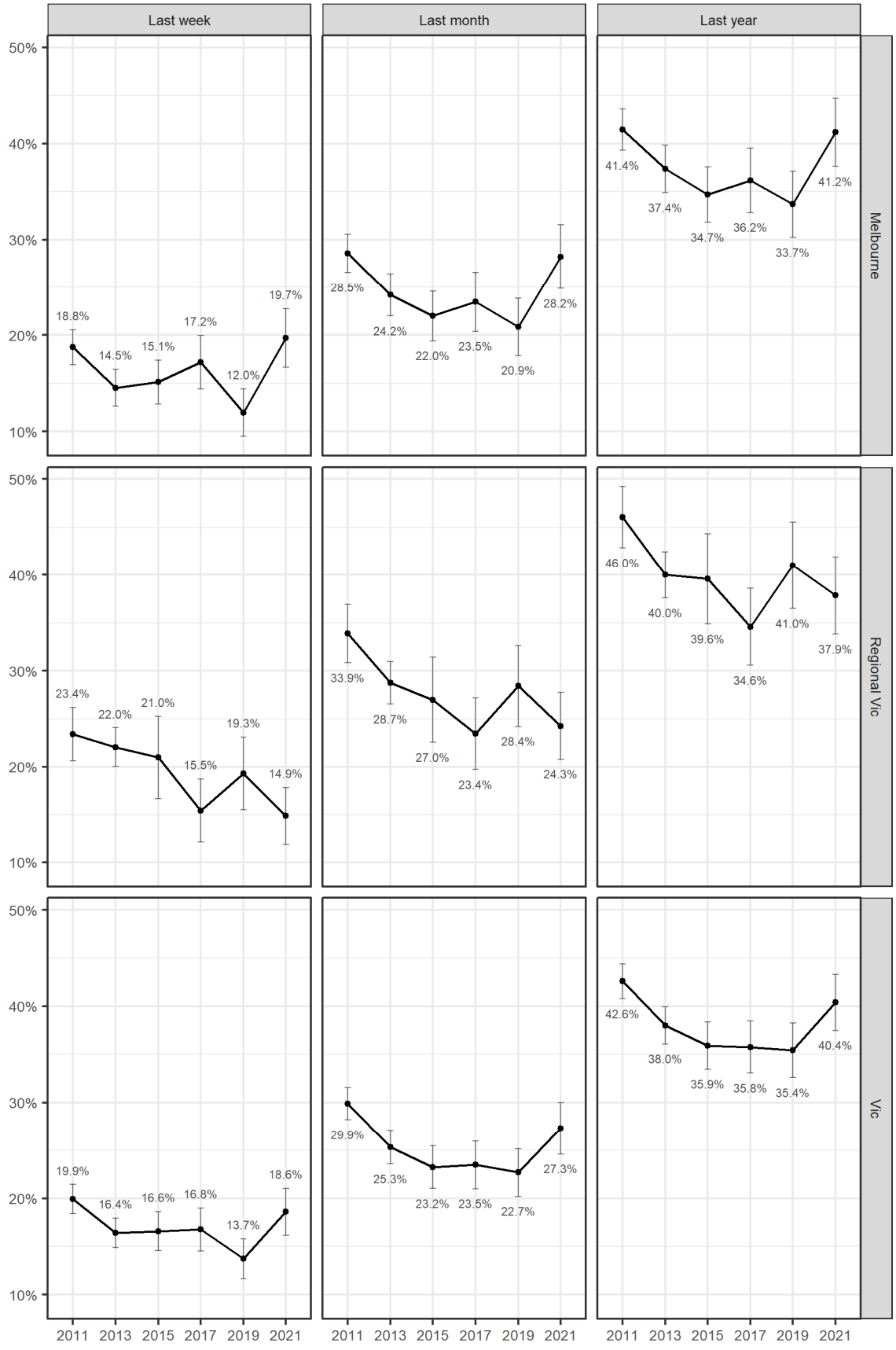
■ **Figure 2.5: Change in walking frequency compared to a year ago**

3 Cycling

3.1 Participation

Cycling participation was defined as riding a bicycle for any purpose in any location outside (including a backyard or on a farm) and for any duration. The definition of a bicycle included any device with two or more wheels that can be pedalled. This includes children's bicycles with training wheels, pedal tricycles and quadricycles, cargo bicycles and electrically assisted bicycles (e-bicycles). It excludes devices such as children's tricycles or kick or balance bicycles that lack pedals, scooters, stationary exercise bicycles (or riding indoors using a conventional bicycle on a trainer or rollers) and motorised devices that require a licence such as mopeds or motorcycles. Where a bicycle could accommodate one or more passengers, such as children's seats and trailers, the passenger was not considered to be riding unless they could actively contribute to the propulsion. By this definition, for a tandem bicycle both individuals were defined as having ridden but where an adult was riding with a child in a trailer only the adult was considered to be riding.

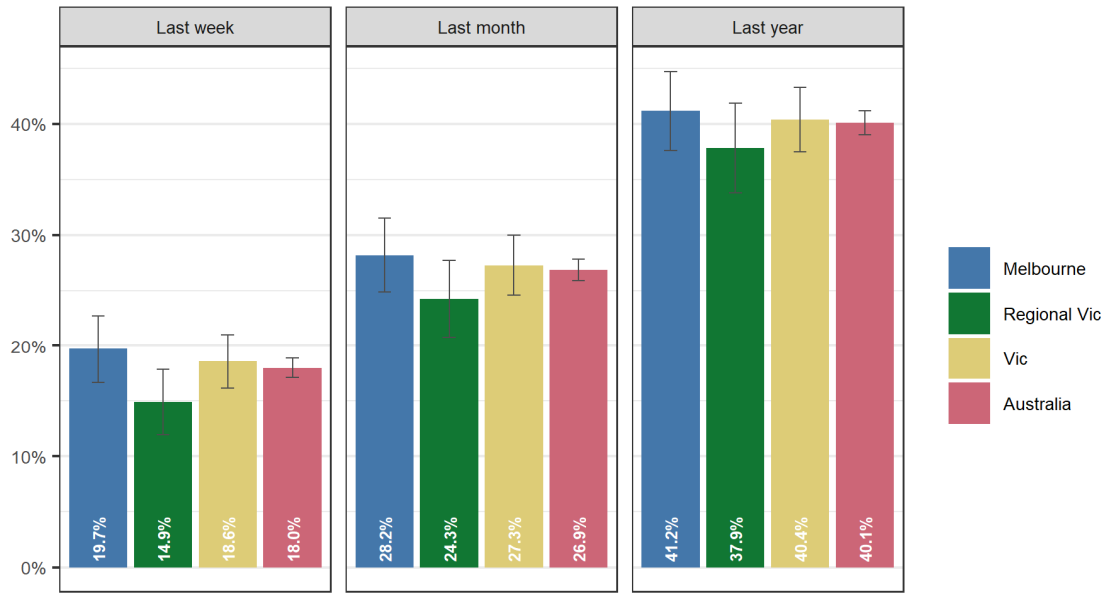
The survey suggests that 18.6% (95% CI: 16.2 % - 21.0%) of Victorian residents ride a bicycle in a typical week. Around 40.4% (95% CI: 37.5% - 43.3%) had done so in the past year (Figure 3.1). These participation rates translate to approximately 1.23 m (95% CI: 1.07 – 1.39 m) residents riding in a typical week and 2.66 m (95% CI: 2.47 – 2.86 m) residents riding at least once in a typical year.



Error bars are 95% confidence intervals
Sample: All persons

■ **Figure 3.1: Cycling participation rate**

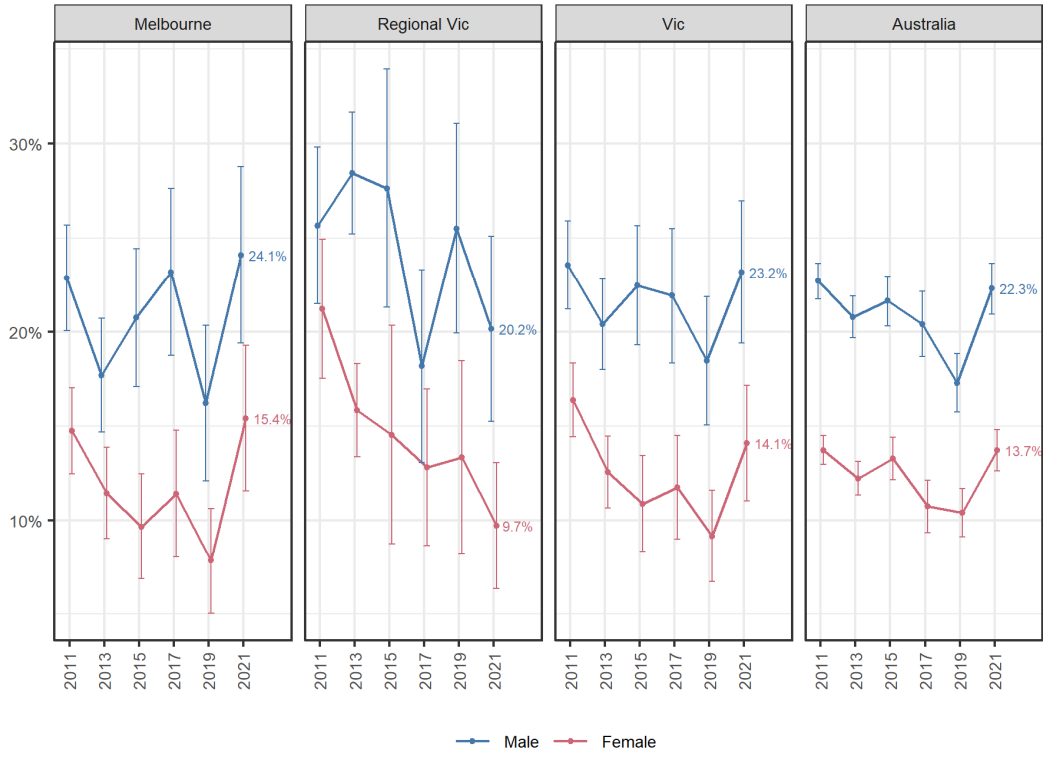
The cycling participation rate by residents of Melbourne is higher than for regional Victoria (Figure 3.2).



Error bars are 95% confidence intervals
Sample: All persons

■ **Figure 3.2: Cycling participation rate by region**

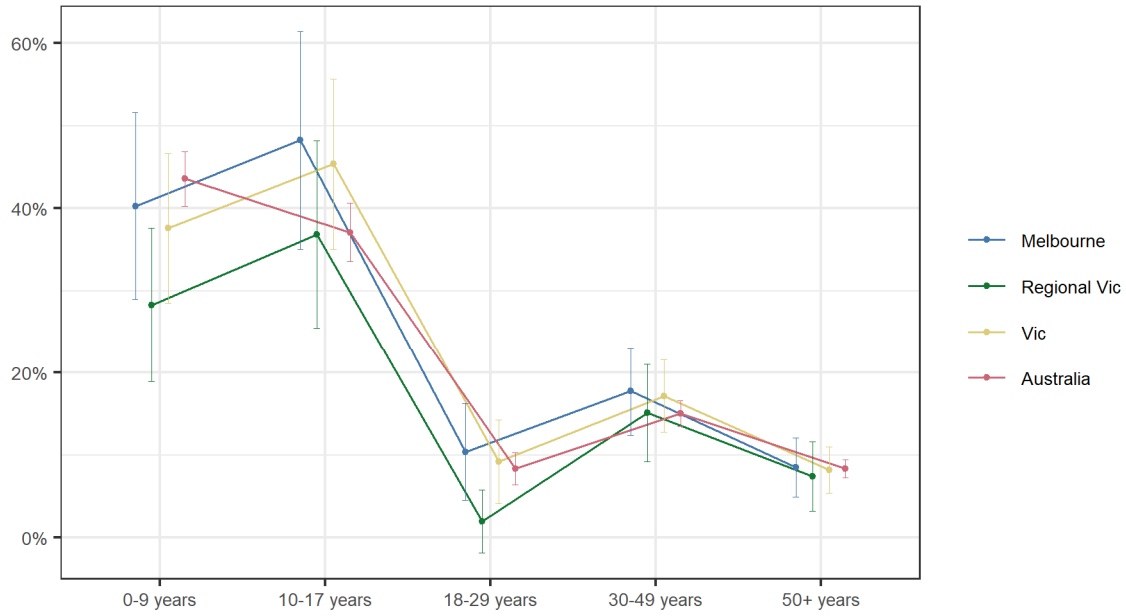
Males are significantly more likely to have ridden in the past week than females (Figure 3.3). The cycling participation rate over the past week among male residents of Victoria is 23.2% (95% CI: 19.4 – 27.0%) compared with 14.1% (95% CI: 11.0 – 17.2%) for females.



Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week

■ **Figure 3.3: Cycling participation by gender**

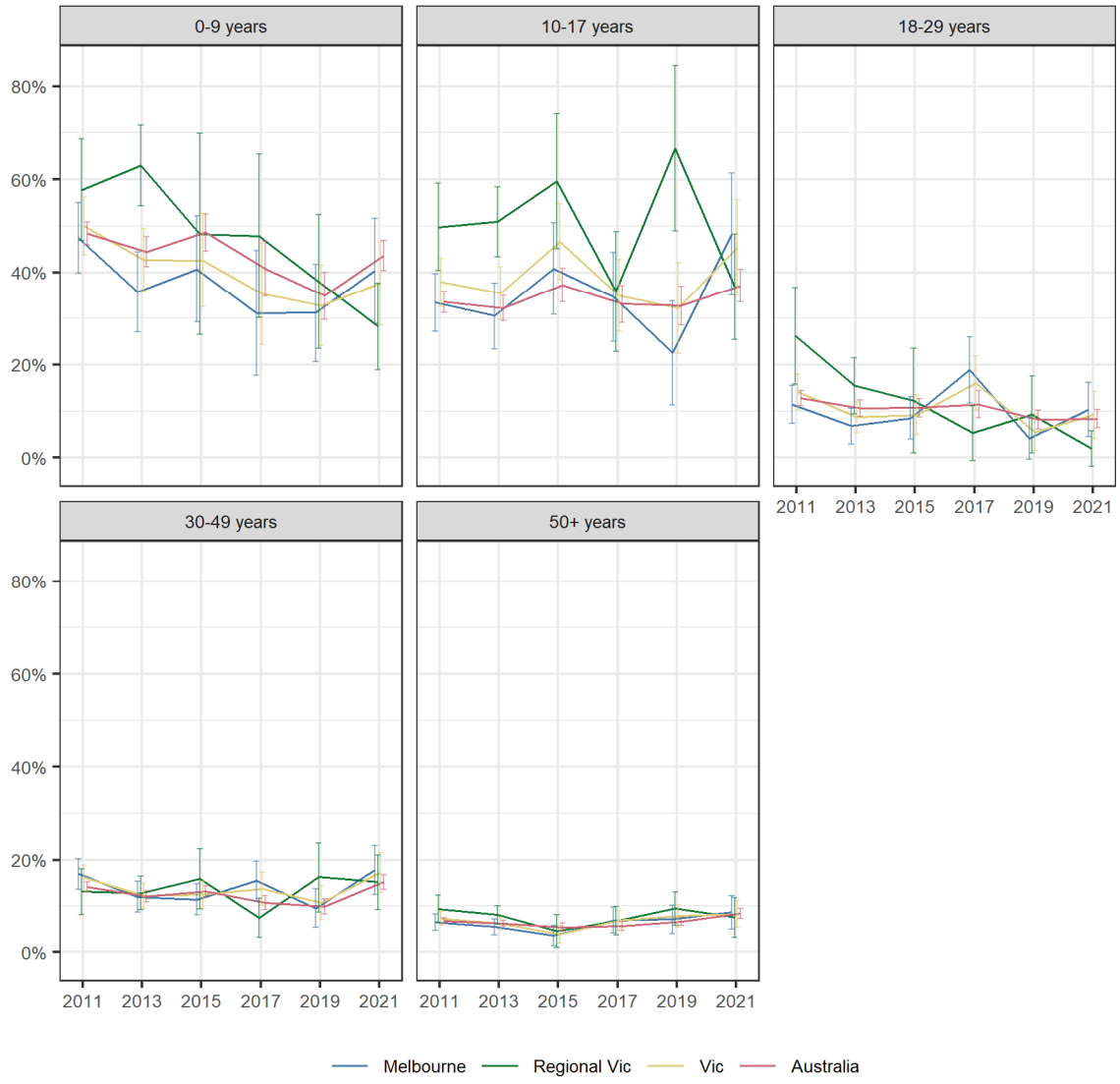
The highest cycling participation rate (measured as those who had ridden in the past week) was among children (Figure 3.4). The cycling participation rate deteriorates precipitously among young adults.



Error bars are 95% confidence intervals
Cycling participation in the past week

■ **Figure 3.4: Cycling participation by age**

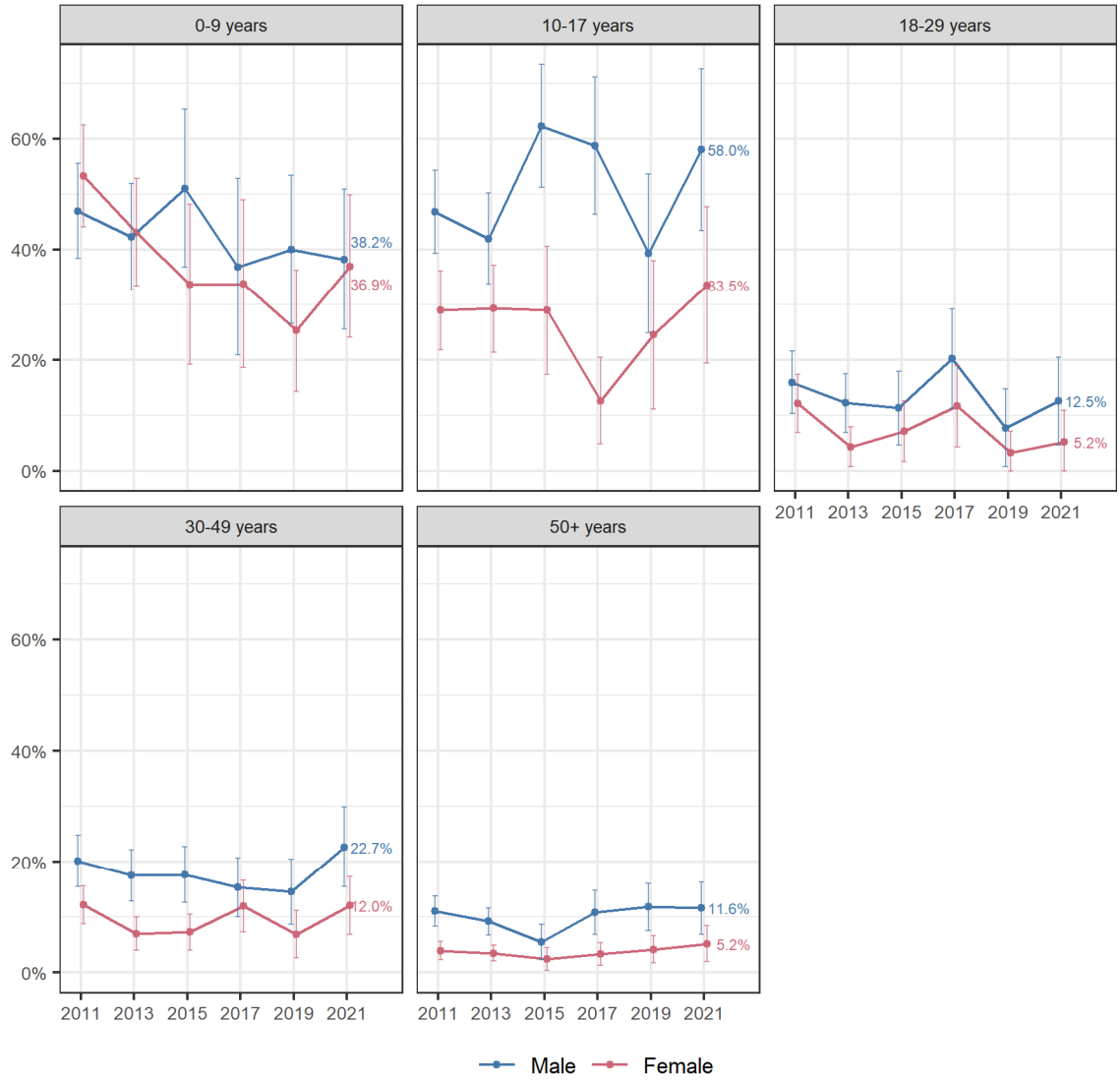
The trend in participation rate by age group since 2011 is shown in Figure 3.5. While there is significant uncertainty in many of these estimates it appears the participation rate among young children and young adults aged 18 to 29 in regional Victoria has declined since 2011.



Error bars are 95% confidence intervals
Cycling participation in the past week

■ **Figure 3.5: Cycling participation by age and year**

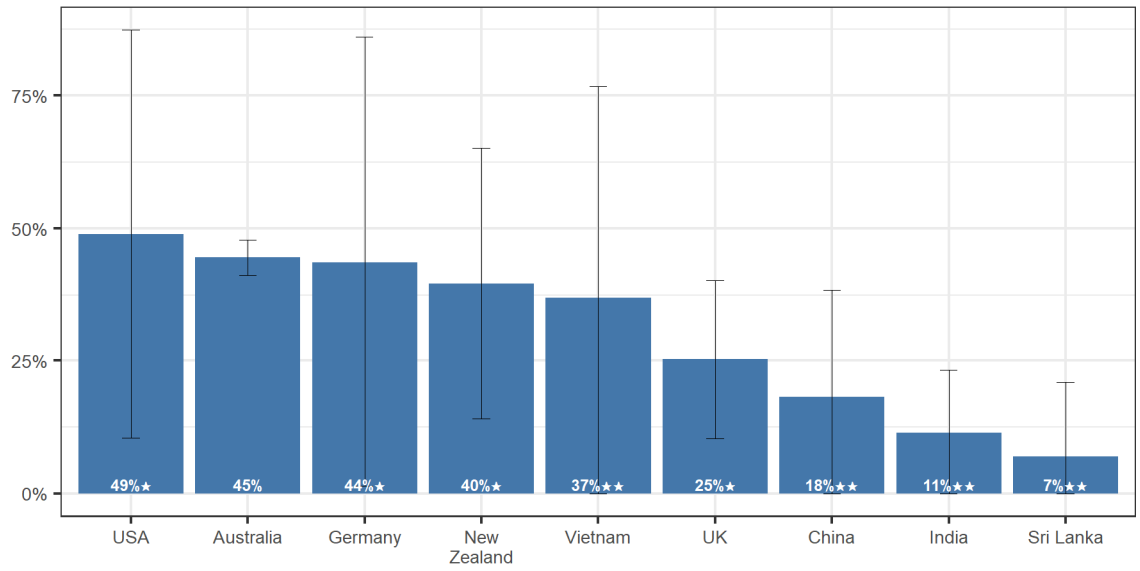
The participation rate by gender and age group, measured over the past week across Victoria, is shown in Figure 3.6. Between 2019 and 2021 there was a statistically significant increase in participation among both genders aged 30 to 49 years. The other changes were not statistically significant.



Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week

■ **Figure 3.6: Cycling participation by age and gender**

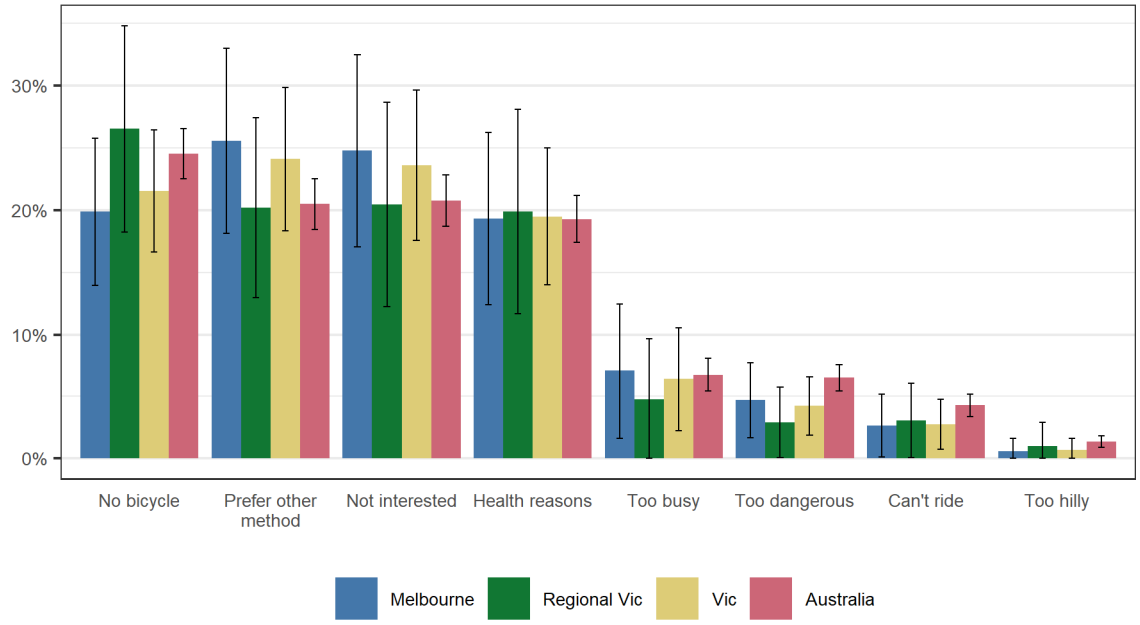
Residents born in China (18.2%, 95% CI: 0.0 – 38.4%) were less likely to have ridden in the past year than those born in Australia (44.6%, 95% CI: 41.3 – 47.9%).



Error bars are 95% confidence intervals
Sample: All persons who had ridden in the past year
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

■ **Figure 3.7: Cycling participation over the past year by country of birth**

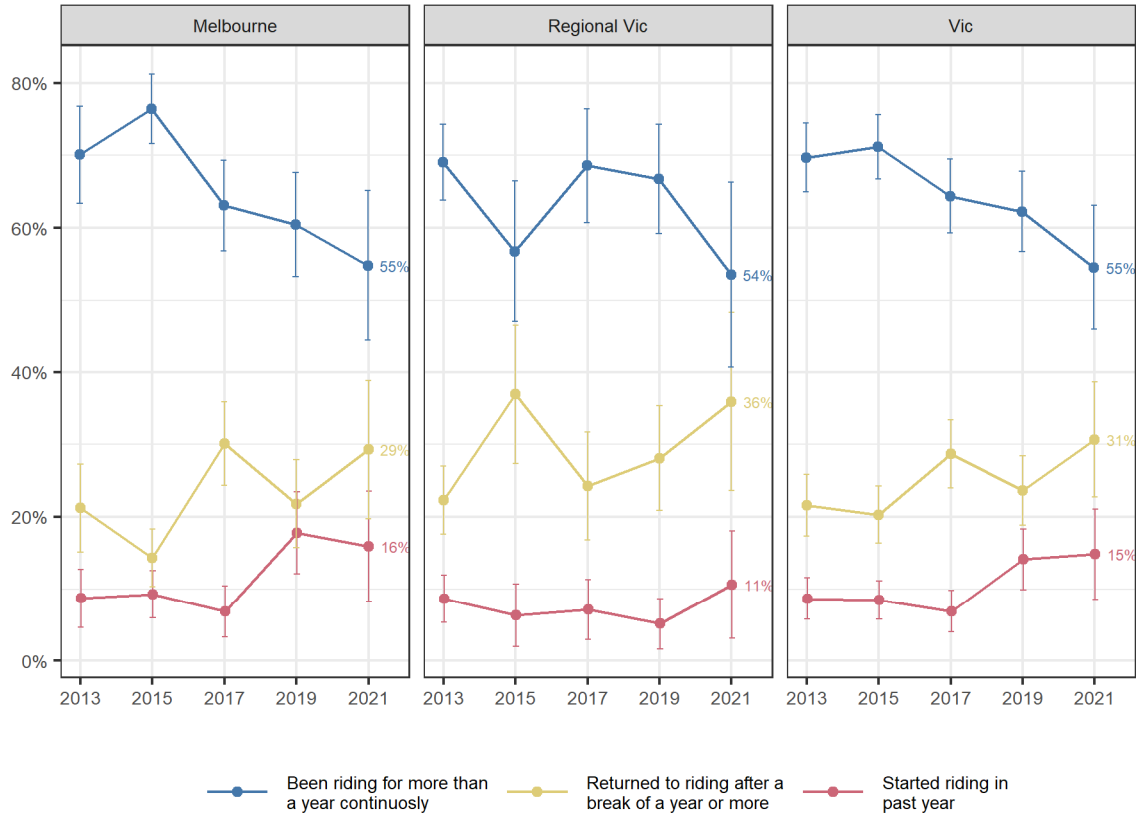
Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so. The most commonly cited reasons were that they did not have a bicycle (21.6%, 95% CI: 16.7 – 26.5%) or that they prefer other methods of getting around, aren't interested in riding or health reasons preclude them doing so (Figure 3.8).



Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had not ridden in the past year

■ **Figure 3.8: Reasons for not riding a bicycle in the past year**

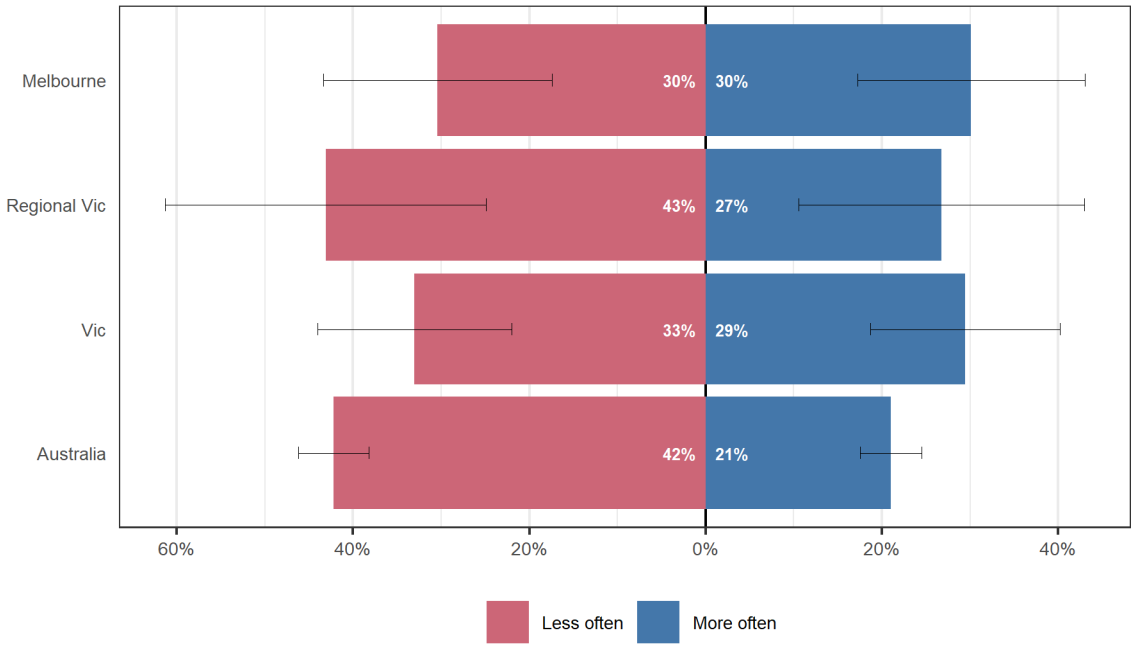
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. Over the period since 2015 there is a trend towards a larger proportion of the riding population having started riding in the past year or returning to riding after a break in Melbourne. No trend is evident in regional Victoria.



Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had rode in the past year

■ **Figure 3.9: Cycling history**

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, around the same proportion indicated they were riding less often (33.0%, 95% CI: 22.0 - 44.0%) as more often (29.4%, 95% CI: 18.7 - 40.2%) Figure 3.10).

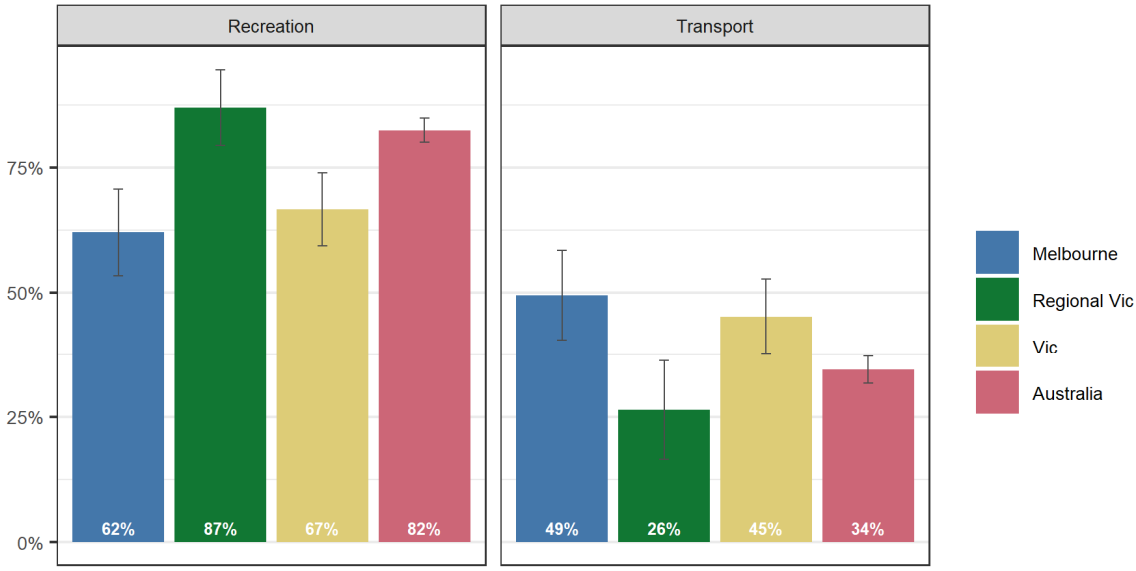


Error bars are 95% confidence intervals

■ **Figure 3.10: Cycling frequency**

3.2 Purpose

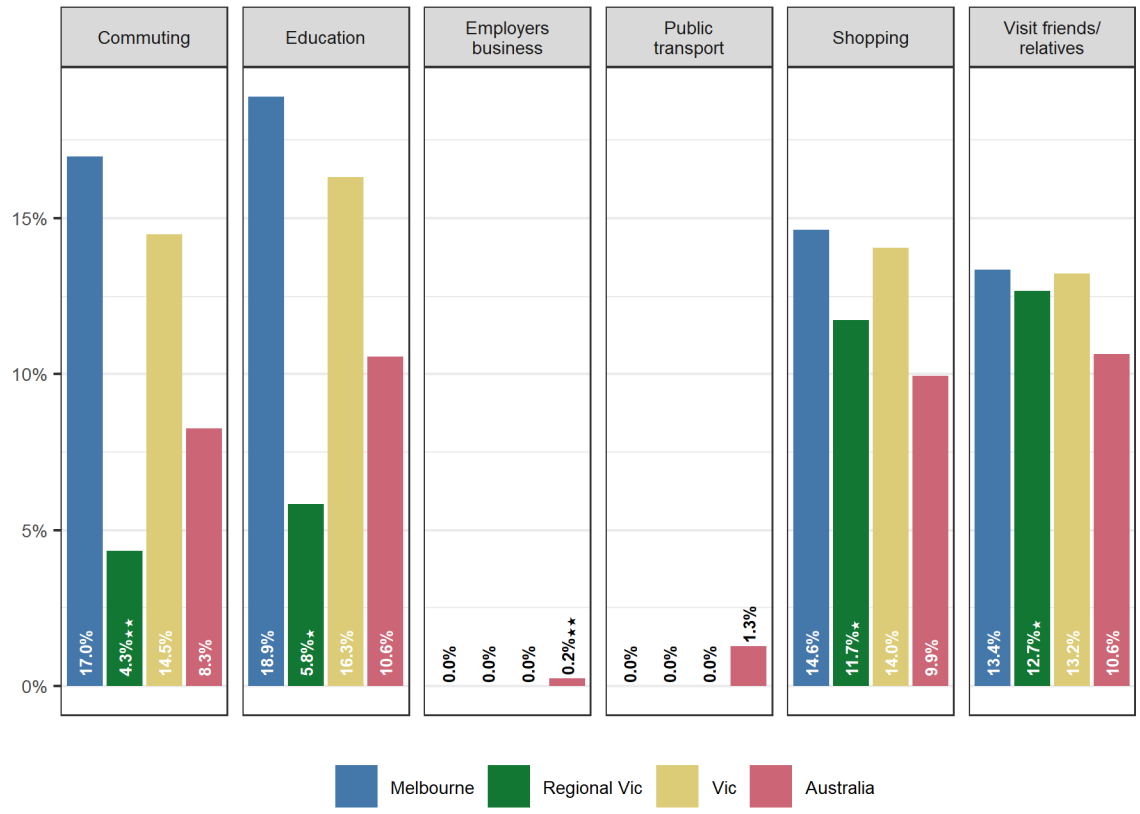
Of the people who cycled in Victoria in the last month, 66.6% (95% CI: 59.3 – 73.9%) cycled for recreation and 45.2% (95% CI: 37.6 – 52.8%) used a bicycle for transport (Figure 3.11). The proportion riding for transport is higher in Melbourne than regional Victoria.



Error bars are 95% confidence intervals
Sample: All persons who had ridden in the past month
⋆ Estimate should be treated with caution
⋆⋆ Estimate should be considered unreliable

■ **Figure 3.11: Cycling for recreation in comparison to cycling for transport**

The main transport purposes for riding were commuting, education and shopping (Figure 3.12). Very few had ridden to access public transport.



Sample: All persons who had ridden in the past month.
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

■ **Figure 3.12: Purpose of cycling for transport**

3.3 Perceptions towards cycling

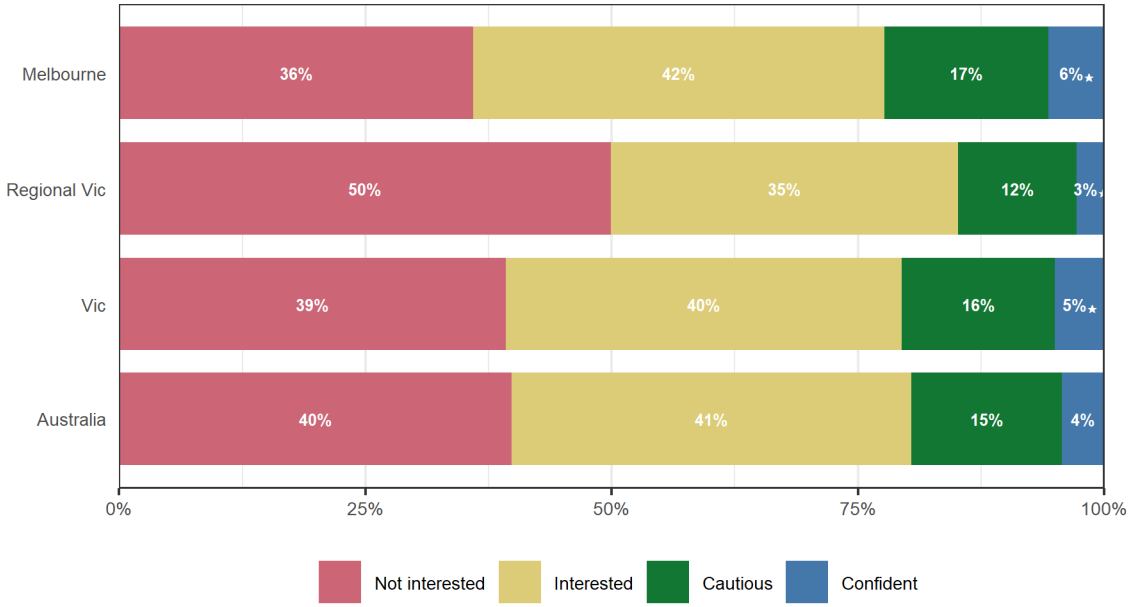
Respondents aged 15 or older who had ridden in the past year were asked about their riding style, including which of the following statements best describes the way they ride their bicycle in the presence of traffic:

1. I prefer paths or quiet streets and am willing to take a longer way to avoid busy roads
2. I prefer to use the most direct and convenient way regardless of traffic
3. I would never ride my bike on a road

Those who indicated they prefer direct routes were classified as *confident*, those that prefer paths or quiet streets as *cautious* and those that would never ride on-road as *interested*. Those that had not ridden in the past year were asked why that was the case; if they indicated they cannot ride for health reasons, do not know how to ride or are not interested in riding they were classified as *not interested*. Those that did not provide any of these three reasons for not riding were then asked whether they (a) are not a bike rider but would like to be, or (b) do not want to be a bike rider. Those who indicated they would like to ride were classified as *interested* while those who do not want to ride were classified as *not interested*.

The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.13. Across Victoria it is estimated that 39.2% of the population (95% CI: 34.2 – 44.3%) aged 15 or older

either cannot ride or are not interested in riding. A further 40.2% (95% CI: 35.0 – 45.4%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 15.6% (95% CI: 11.7 – 19.5%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 5.0% (95% CI: 2.5 – 7.5%) are confident riders who will take the shortest route to their destination even if it is a busy street. The proportion uninterested in riding is significantly higher in regional Victoria than in Melbourne.

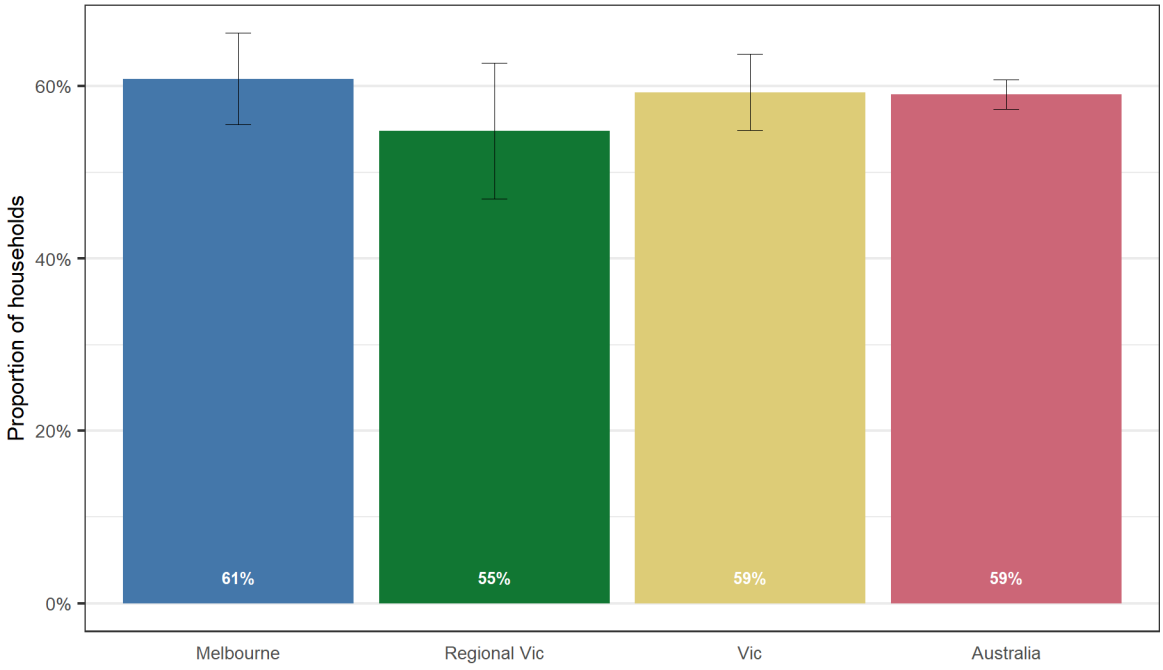


Sample: persons aged 15+
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

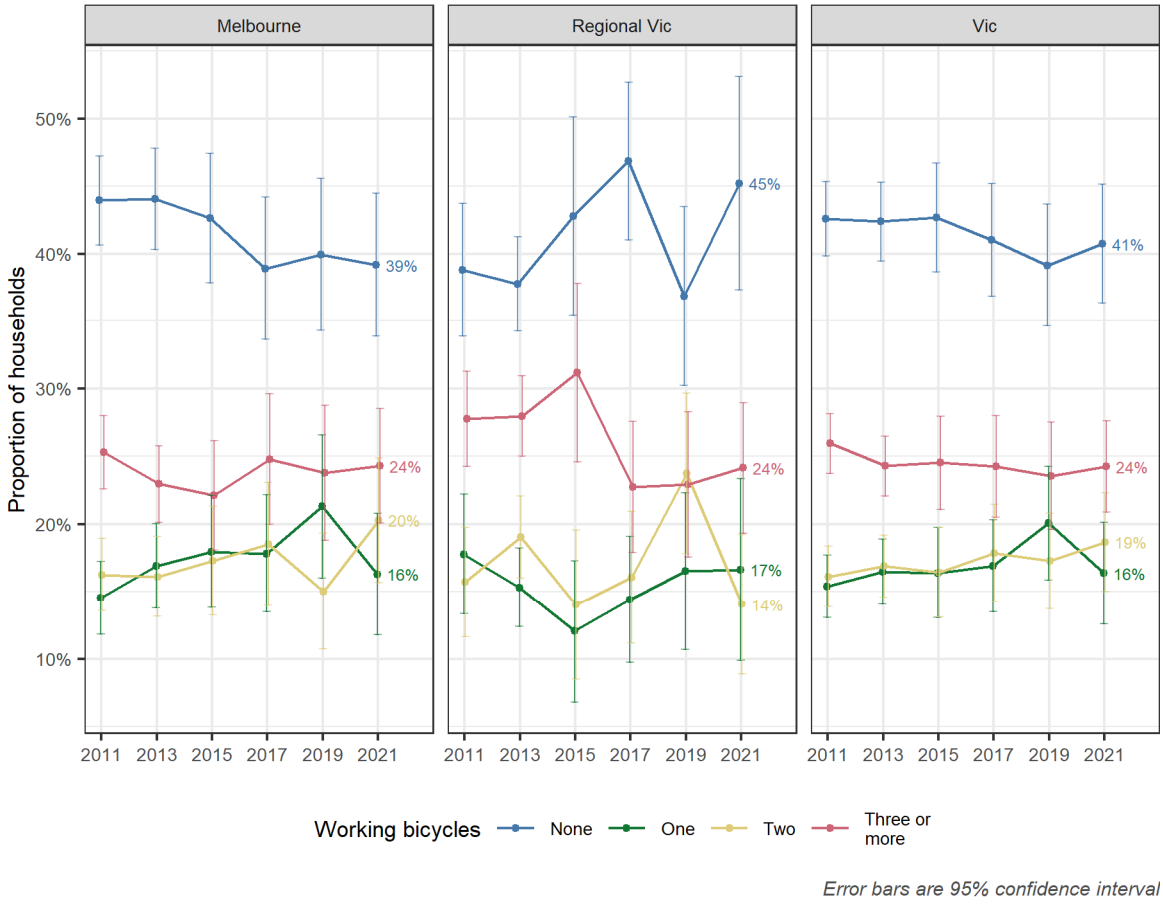
■ **Figure 3.13: Willingness to consider bicycle riding**

3.4 Bicycle ownership

Around 59.3% (95% CI: 54.8 – 63.7%) of households in Victoria have at least one working bicycle in their household (Figure 3.14). The proportion of households without a working bicycle has not changed significantly in Melbourne since 2011, and the sample sizes in regional Victoria are too small to ascertain a significant trend (Figure 3.15).



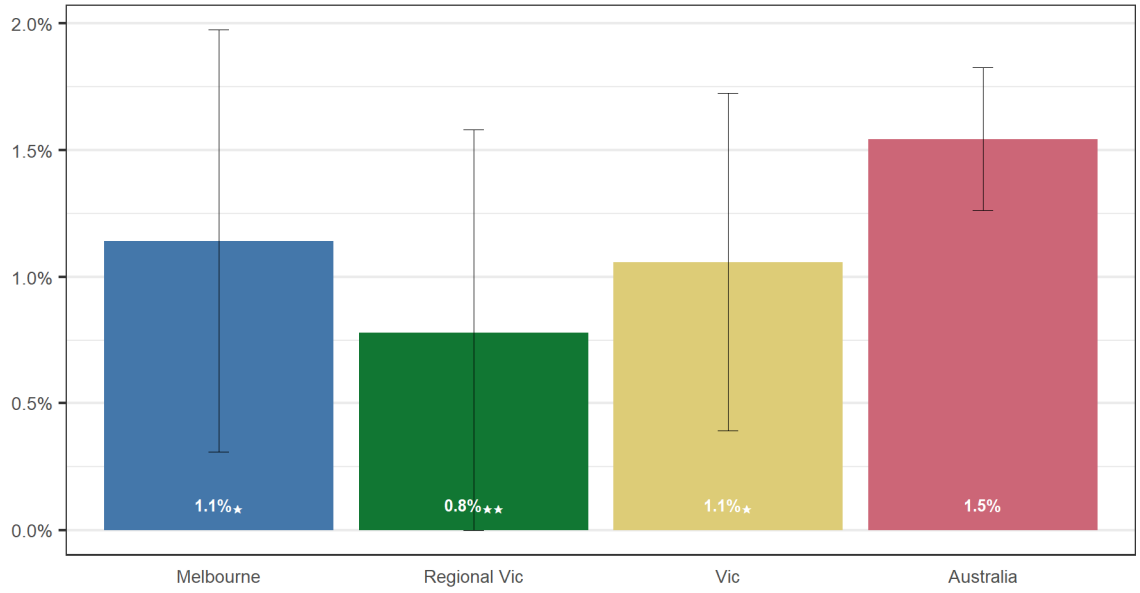
■ **Figure 3.14: Households with at least one working bicycle**



■ **Figure 3.15: Bicycle ownership by year**

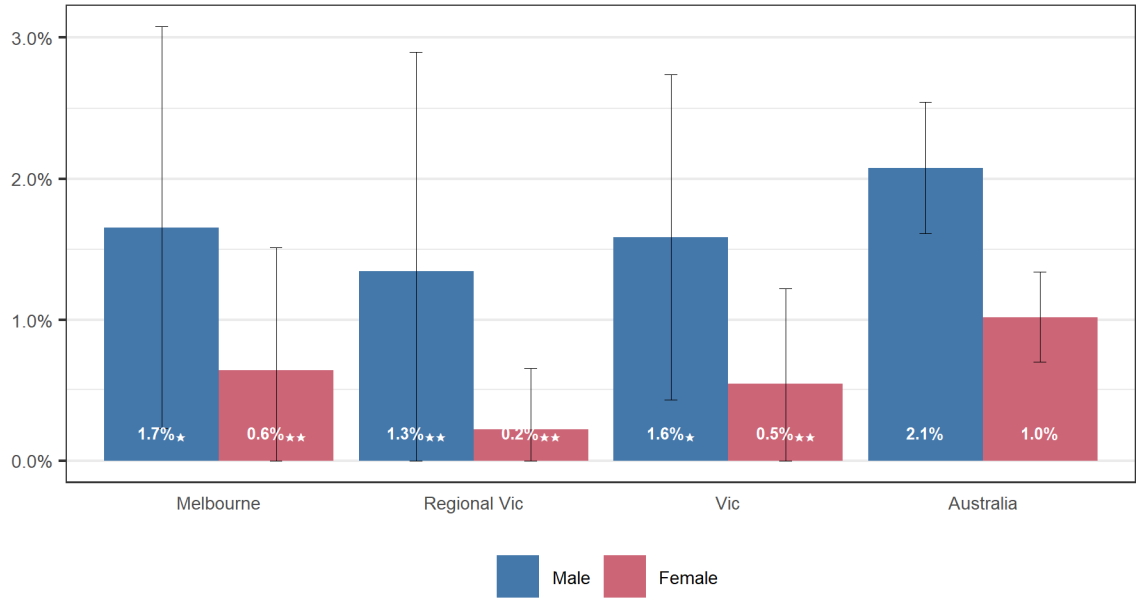
4 Rideables

It is estimated that 1.1% (95% CI: 0.4 – 1.7%) of the Victorian population ride an electrically assisted rideable such as a, e-scooter, e-skateboard or Segway[1] in a typical week (Figure 4.1). Males appear to be more likely to use rideables than females (Figure 4.2); around 1.6% (95% CI: 0.4 – 2.7%) of Victorian males and 0.5% (95% CI: 0.0 – 1.2%) of females ride these devices in a typical week.



Error bars are 95% confidence intervals
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

■ **Figure 4.1: Population proportions that rode an electrically powered rideable in the past week**



Error bars are 95% confidence intervals
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

■ **Figure 4.2: Population proportions that rode an electrically powered rideable in the past week by gender**

[1] This definition excludes electrically assisted bicycles, which were instead classified as bicycles.

Appendix A: Data Tables

The following table summarises the survey results. Estimates are provided for each parameter, as well as the 95% confidence interval and a confidence rating. This confidence rating provides an indication of the sampling variability relative to the size of the estimate using relative standard errors. The lower the relative standard error the lower the sampling variability is relative to the size of the estimate. Estimates with three stars indicate a relative standard error of less than 25% such that the estimate can be treated with a high degree of confidence. A relative standard error of between 25% and 50% is denoted by two stars and above 50% by one star. A confidence rating of two stars indicates a moderate level of confidence, such that the estimate should be treated with caution. One star represents a situation where there is very low confidence in the estimate, and it is unlikely to be reliable.

Table A.1: Walking participation statistics

Sample statistics			
No. of households	444		
No. of individuals	1,157		
Statistic	**Estimate**	**95% confidence interval**	**Confidence rating**
Participation in past week	96.1%	95.0%-97.2%	★★★
Purpose in past month			
Recreation/exercise	85.3%	81.8%-88.9%	★★★
Shopping	75.8%	71.4%-80.1%	★★★
Cafe/restaurant	59.7%	54.7%-64.7%	★★★
Visit friends and relatives	43.3%	38.2%-48.4%	★★★
Employers' business	38.2%	33.3%-43.2%	★★★
Dog walking	32.7%	27.9%-37.5%	★★★
Commuting	29.7%	25.0%-34.4%	★★★
Public transport	27.3%	22.6%-32.1%	★★★
Escort	21.2%	17.0%-25.4%	★★★
Travel			
Caution: walking travel estimates are biased by self-reporting and recall limitations and should be treated with a high level of caution.			
Average number of days walked in the past week	5.5	5.3-5.7	★★★
Median hours walked in the past week	3.5	3.4-4.0	★★★
Change in walking frequency			
More frequent	39.4%	33.0%-45.8%	★★★
As frequent	35.6%	29.9%-41.3%	★★★
Less frequent	25.0%	19.4%-30.5%	★★★

Table A.2: Cycling participation statistics

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	18.6%	16.2%-21.0%	★★★
% who rode last month	27.3%	24.6%-30.0%	★★★
% who rode in past year	40.4%	37.5%-43.3%	★★★
No. who rode last week	1,227,200	1,066,800-1,387,600	★★★
No. who rode last month	1,800,800	1,623,800-1,977,900	★★★
No. who rode in past year	2,664,800	2,474,000-2,855,700	★★★
Participation by demography			
Gender			
% of males who rode last week	23.2%	19.4%-27.0%	★★★
% of females who rode last week	14.1%	11.0%-17.2%	★★★
Age			
% of 0-9 years who rode last week	37.6%	28.5%-46.6%	★★★
% of 10-17 years who rode last week	45.4%	35.1%-55.6%	★★★
% of 18-29 years who rode last week	9.2%	4.1%-14.3%	★★
% of 30-49 years who rode last week	17.2%	12.8%-21.6%	★★★
% of 50+ years who rode last week	8.2%	5.4%-11.0%	★★★
Gender by age			
Male: 0-9 years	38.2%	25.5%-50.9%	★★★
Male: 10-17 years	58.0%	43.4%-72.6%	★★★
Male: 18-29 years	12.5%	4.7%-20.4%	★★
Male: 30-49 years	22.7%	15.5%-29.9%	★★★
Male: 50+ years	11.6%	6.9%-16.3%	★★★
Female: 0-9 years	36.9%	24.1%-49.8%	★★★
Female: 10-17 years	33.5%	19.4%-47.6%	★★★
Female: 18-29 years	18.6%	16.2%-21.0%	★★★
Female: 30-49 years	27.3%	24.6%-30.0%	★★★
Female: 50+ years	40.4%	37.5%-43.3%	★★★

Table A.2 (cont.): Cycling participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past month for recreation/exercise	66.6%	59.3%-73.9%	★★★
% of those who rode in past month for transport	45.2%	37.6%-52.8%	★★★
Detail			
% of those who rode in past month for commuting	14.5%	8.8%-20.1%	★★★
% of those who rode in past month for education	16.3%	9.9%-22.7%	★★★
% of those who rode in past month for shopping	14.0%	8.5%-19.6%	★★★
% of those who rode in past month to train/tram/bus	0.0%	0.0%-0.0%	
% of those who rode in past month to visit friends/relatives	13.2%	7.8%-18.7%	★★★
Cycling travel			
Caution: cycling travel estimates are biased by self-reporting and recall limitations and should be treated with a high level of caution.			
Average number of days ridden by those that had ridden in past week	2.9	2.6-3.2	★★★
Average time ridden (mins) in past week by those that that had ridden	237	177-297	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	40.7%	36.3%-45.2%	★★★
% of households with one working bicycle	16.4%	12.6%-20.1%	★★★
% of households with two working bicycles	18.7%	15.0%-22.3%	★★★
% of households with three or more working bicycles	24.2%	20.9%-27.6%	★★★

Appendix B: Survey Script

INTRODUCTION

My name is (…) calling on behalf of [insert relevant state roads authority or Council] from Market Solutions, a social and market research company. We are conducting a government study to determine how priorities have changed to help the Government understand where to invest in transport infrastructure. The survey takes 10-15 minutes depending on how much you have to say… we abide by the Privacy Act and this call may be monitored for training and quality control purposes.

RESPONDENTS MUST BE AGED 15 YEARS OR OVER. DO NOT MENTION CYCLING IN INTRO.

Your responses will be held strictly confidential. My supervisor may listen to parts of this interview to assist in quality control monitoring.

CONTINUE	1
AM MSG Answering machine, leave message	2
AM Answering machine, didn't leave message	3
CB Schedule callback	4
COMM Communication difficulty	5
DUP Duplicate	6
HR Hard refusal / hang up	7
LOTE Language other than English	8
NA No answer / engaged	9
NQ Non qualify / non-residential / incorrect details / business number / under 15	10
OQ Over quota	11
SR Soft refusal / busy at time	12
TE Terminated early (survey started by completed)	13

CONFIRM LOCATION (LGA, REGION)

Q.1. We are interested in speaking to people who live in [READ IN POSTCODE]. Can you confirm this is your postcode?

Yes	1
No (SPECIFY POSTCODE)	2

Q.2. Ask only Council samples – otherwise go to next question

And can you confirm that your council area is (READ IN COUNCIL AREA)?

INSERT COUNCIL AREA .....

CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

SECTION 1: MAIN RESPONDENT'S TRAVEL

Q.3. In the last 7 days, have you used any of the following? (READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2
Motorcycle or moped	3
Public transport	4
Wheelchair or mobility scooter	5
Bicycle, even just riding in your backyard	6
None of the above	7

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES INCLUSIONS:

- ADULT AND CHILDREN'S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)
- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.4. In the last 7 days have you ridden on an electrically assisted rideable such as a Segway, e-scooter or e-skateboard, excluding an e-bike?

Yes	1
No	2

WALKING

Now we would like to ask you about walking/mobility aids/wheelchair travel.

Q.5. In the last 7 days have you walked/used your wheelchair or mobility scooter for 5 minutes or more, somewhere outside of your home? NOTE: This includes walking for exercise or to reach a destination like the shops, school, workplace, to or from public transport or even a car park to a destination. INCLUDE: walking the dog, walk for work if not on home property, walking using walking aids like walking frames and sticks or wheelchairs or mobility scooters, or walking for five minutes or more in a shopping centre. EXCLUDE: gardening, treadmill at home or gym

Yes	1
No	2

Q.6. IF DID NOT WALK IN LAST 7 DAYS Are there any reasons you did not walk / use your wheelchair or mobility scooter at least once for 5 minutes or more in the last 7 days?

Health reasons	1
Too busy	2
Prefer other methods of getting around	3

Had no need	4
Some other reason (please specify)	5
No reason	6

Q.7. IF DID NOT WALK IN LAST 7 DAYS When did you last walk/use your wheelchair or mobility scooter for at least five minutes?

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

Q.8. IF WALKED IN LAST 7 DAYS In the last 7 days on how many days did you walk/use your wheelchair or mobility scooter for at least 5 minutes?

Days ____

Q.9. IF WALKED IN LAST 7 DAYS What is your best estimate of the total time you have spent walking/using your wheelchair or mobility scooter over the past 7 days?

Hours ____

Q.10. IF WALKED IN LAST 4 WEEKS During the past 4 weeks have you walked/used your mobility scooter for at least 5 minutes for any of the following purpose?

Recreation or exercise	1
Walking the dog	2
To or from work	3
To or from school, university or study	4
To or from shopping	5
To visit a café or restaurant	6
As part of a trip involving public transport	7
As part of your work, such as delivering good or attending a meeting	8
Escorting someone like walking a child to school	9
To visit friends or relatives	10
Some other reason (please specify)	11

Q.11. IF WALKED IN PAST YEAR And would you say that you walk/use your wheelchair or mobility scooter more frequently, as frequently or less frequently than a year ago?

More frequently than a year ago	1
As frequently as a year ago	2
Less frequently than a year ago	3

Q.12. IF WALKED IN LAST 4 WEEKS Why do you say that?

Record verbatim

CYCLING

Q.13. IF DID NOT RIDE IN THE PAST 7 DAYS When did you last ride a bicycle? (READ OUT)

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

Q.14. IF DID NOT RIDE IN PAST YEAR Are there any reasons you have not ridden a bicycle in the past year? READ OUT

Health reasons	1
I don't know how to ride a bicycle	2
Too busy to ride	3
Prefer other methods of getting around	4
I'm not interested in riding	5
Some other reason (please specify)	7
No reason	8

Q.15. IF RODE IN PAST 7 DAYS In the last 7 days on how many days did you ride a bicyc;e?

DAYS _____

Q.16. IF RODE IN PAST 7 DAYS What is your best estimate of the total time you have spent riding over the past 7 days?

HOURS _____

Q.17. IF RODE IN PAST 4 WEEKS For what purposes did you ride over the last 7 days/2 weeks/3 weeks/4 weeks? (READ OUT) (ACCEPT MULTIPLES)

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4
To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (Specify)	7

Q.18. ASK IF RODE IN PAST YEAR Which of the following statements best describes you? Would you say you… (READ OUT)

Are new to cycling and started cycling in the last 12 months	1
Have started to cycle again after a break of 12 months or more	2
Have been cycling for more than 12 months	3

Q.19. ASK IF HAVE BEEN CYCLING FOR MORE THAN 12 MONTHS And would you say that you… (READ OUT)

Cycle more frequently than a year ago	1
Cycle as frequently as a year ago	2
Cycle less frequently than a year ago	3

Q.20. IF SAMPLE = LGA AND RODE IN PAST YEAR Now we would like you to think about how at ease you are when bike riding within your local area. Can you tell me if you are comfortable, neither comfortable nor uncomfortable or uncomfortable when riding in your local area?

Very comfortable	1
Comfortable	2
Neither comfortable nor uncomfortable	3
Uncomfortable	4
Very uncomfortable	5
Have not ridden in the area in the past year	6

Q.21. IF RODE IN PAST YEAR We would like you to think about the way you ride your bike in the presence of traffic when on-road. Which of the following best describes your riding style? READ OUT

I prefer paths or quiet streets and am willing to take a longer way to avoid busy roads	1
I prefer to use the most direct and convenient way regardless of traffic	2
I would never ride my bike on a road	3

Q.22. IF DID NOT RIDE IN PAST YEAR Which of the following phrases best describes you as a bike rider? READ OUT

Not a bike rider but would like to be	1
Do not want to be a bike rider	2

Q.23. IF SAMPLE = LGA AND RODE IN PAST YEAR In the past year, do you think cycling conditions in your local are have become much better, better, about the same, worse or much worse?

Much better	1
Better	2
About the same	3
Worse	4
Much worse	5
Don’t know	6

Q.24. IF SAMPLE = LGA AND RODE IN PAST YEAR Do you have any comments regarding conditions for bike riding in your local area? ROTATE

More off-road shared paths and cycleways	1
More on-road bicycle lanes	2
Better connections between bike paths and schools	3
Better connections between bike paths and shops	4
Better connections between bike paths and parks and swimming pools	5
Better connections between bike paths and public transport	6
More bicycle parking	7
Lower local road speed limits	8
More bike skills training	9
More signs highlighting bike routes	10
More events or campaigns that promote bike riding	11

Q.25. IF SAMPLE = LGA Do you have any suggestiosn for actions you would like to see the <COUNCIL> take regarding bike riding in your local area?

Q.27. IF SAMPLE = LGA AND RODE IN PAST YEAR There are a number of actions <COUNCIL> could take to encourage bike riding in your local area. For each of the following, can you tell me whether these are very high, high, moderate, low or not a priority?

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

We'd like to ask a few questions to help us classify your responses.

Q.28. What gender do you identify as?

Male	1
Female	2
Prefer to self-describe	3
Refused	4

Q.29. AGE: What is your age? (INSERT 99 FOR DON'T KNOW – NONE SHOULD BE UNDER 15 YEARS OF AGE)

Do not use	1
Do not use	2
Do not use	3
Do not use	4
15 to 17 years	5
18 to 24 years	6
25 to 29 years	7

30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14

Q.30. Which of the following categories apply to you at the moment? (READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13

Q.31. In which country were you born?

Australia	1
UK (England, Scotland, Wales, Northern Ireland)	2
New Zealand	3
India	4
Italy	5
Vietnam	6
Phillipines	7
China	8
South Africa	9
Malaysia	10
Sri Lanka	11
Germany	12
South Korea	13
Greece	14
Hong Kong	15

USA	16
Other (please specify)	17

Q.32. How many people usually live in your household? INCLUDE ALL AGES – A RESIDENT IS SOMEONE WHO HAS, OR WILL, LIVE AT THE HOUSEHOLD FOR A PERIOD OF AT LEAST 3 MONTHS

RECORD NUMBER ____

LOOP THROUGH NEXT SECTION FOR EACH ADDITIONAL RESIDENT AGED 2+ UP TO NINE ADDITIONAL RESIDENTS

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

To build an accurate representation of travel habits of members in households in Australia we'd like to ask about other people in your household starting with the oldest person other than yourself and working down, could you tell me…?

Q.33. What gender do they identify as?

Male	1
Female	2
Prefer to self-describe	3
Refused	4

Q.34. AGE: What is their age? (INSERT 99 FOR DON'T KNOW)

Under 2 years	1
2 to 4 years	2
5 to 9 years	3
10 to 14 years	4
15 to 17 years	5
18 to 24 years	6
25 to 29 years	7
30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14
(Don't know)	15

Q.35. Which of the following categories apply to THIS PERSON at the moment? (READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13
Child – not school age	14

Q.36. In which country were they born?

Australia	1
UK (England, Scotland, Wales, Northern Ireland)	2
New Zealand	3
India	4
Italy	5
Vietnam	6
Phillipines	7
China	8
South Africa	9
Malaysia	10
Sri Lanka	11
Germany	12
South Korea	13
Greece	14
Hong Kong	15
USA	16
Other (please specify)	17

Q.37. In the last 7 days, has this person used any of the following methods of transport? (READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2

Motorcycle or moped	3
Public transport	4
Wheelchair or mobility scooter	5
Bicycle, even just riding in your backyard	6
None of the above	7
(Don’t know)	8

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

- ADULT AND CHILDREN’S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)
- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.38. In the last 7 days has this person ridden on an electrically assisted rideable like a Segway, e-scooter or e-skateboard excluding e-bikes?

Yes	1
No	2
Don’t know	3

WALKING

Q.39. In the last 7 days has this person walked/used a wheelchair or mobility scooter for 5 minutes or more, somewhere outside of their home? NOTE: This includes walking for exercise or to reach a destination like the shops, school, workplace, to or from public transport or even a car park to a destination. INCLUDE: walking the dog, walk for work if not on home property, walking using walking aids like walking frames and sticks or wheelchairs or mobility scooters, or walking for five minutes or more in a shopping centre. EXCLUDE: gardening, treadmill at home or gym

Yes	1
No	2

Q.40. IF DID NOT WALK IN LAST 7 DAYS When did they last walk/use a wheelchair or mobility scooter for at least five minutes?

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

CYCLING

Q.41. IF DID NOT RIDE IN LAST 7 DAYS AND AGED 2+ When did this person last ride a bicycle? (READ OUT)

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6
(Don't know)	7

Q.42. IF RODE IN LAST 7 DAYS In the last 7 days, on how many days did they ride a bicycle? (RECORD 99 FOR DON'T KNOW)

DAYS _____

Q.43. IF RODE IN LAST 7 DAYS What is your best estimate of the total time they have spent riding over the past 7 days?

(RECORD 99 FOR DON'T KNOW)

HOURS: _____

Q.44. IF RODE IN PAST 4 WEEKS For what purposes did they ride over the last 7 days/2 weeks/3 weeks/4 weeks? (READ OUT) (ACCEPT MULTIPLES)

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4
To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (please specify)	7
Don't know	8

END PERSON LOOP

Q.45. How many bicycles in working order are in your household? INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

- ADULT AND CHILDREN'S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)

- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

RECORD NUMBER _____